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It’s love at first sight when Jane meets Prince William

Want to help at Club week 2004? call Sav on 0796 700 5751

Photo from Mary McHugh
Sitting at the helm

Have you noticed….The days are definitely getting longer and it won’t be long now till we are all enjoying regular sun kissed sailing at the club. Over the winter the new members of the RIB team have been hard at work training, as you can imagine it takes quite some time to train 22 people with one RIB when there are few weekend tides, but everything is on schedule and the new boat is now here. We are a little behind on the boatshed extension due to some administrative hold ups with planning but when its all complete and painted our club buildings will be a facility to be proud of.

This year’s calendar you will be pleased to hear is at least as full as ever and you will notice events such as “Race Coaching” and “Topper & Cat Training Days” interspaced within it. These events are designed to build confidence among less frequent sailors or act as a bridge from sail training into racing. If you feel you want to get into sailing more and get more out of your club remember every journey starts with the first step in this case that step is “Turn up on the day”.

The best thing about last year for me was to see so many young people out sailing and this year I hope we see lots more. Craig Phillips has recently joined the committee and has agreed to be responsible for promoting activities and encouraging young people on to the water. As an active, fun loving, “follow me” sort of guy with a young family he is ideally suited to this role. So it should be a good year for the young!

Our regatta will once again be on the Fireball open circuit and according to the chairman of the Fireball Class Association our very own Keryn Henwood. We should expect greater numbers this year as those who came last year enjoyed it so much in spite of minimal wind. Once again our Regatta will be a classy event with Marquee, Live Music, Fireworks and this year Dave Cushing assures me….Wind!

If you have attended clubweek over recent years you won’t have failed to notice that a certain chap called Mark Salvage (Sav) and his young family appeared to be enjoying it more than anyone. This year Sav will be our clubweek supremo so if its fun you’re after don’t miss it!!! Hey but if like me you just need to chill out there’s no better place to be for that either. (Book time off now W/C 23rd August)

Around the clubhouse you should notice a few changes this year. As the year unfolds the boat shed extension will appear, the overhead power cable will disappear and the dinghy park will expand. The youth hut will go walkabout and as the summer turns to autumn the sewer pipe and concrete block will disappear and then reappear momentarily around the slip and rigging area as hardcore before being covered in concrete as that area gets a makeover. Look out too for strange structures such as an easy to see start line transit pole and washboard fittings on top of the humps…….There might even be a children’s play area. Should you be worried about these strange happenings….goodness no its only your committee at work!!

I would like to take this opportunity of wishing everyone a great year of sailing at our very special club.

Gordon
Editor’s Notes

Thanks everyone for all your excellent articles and photos for the newsletter, though I wasn’t sure how we were going to produce it this time—after the winter issue was printed I had a letter from the power station to say they couldn’t do our photo-copying any more. The people at the Oldbury Visitor Centre have been handling our newsletter for us for four years and in that time they have printed, collated and stapled together an average of over 300 copies of 16 newsletters, some of which have been 30 sides long! That’s a mind-boggling amount of photo-copying, even with a monster machine like theirs, and we’re very grateful to them and to BNFL for keeping it going for so long at their own expense.

This issue has been generously printed for us by Terra Nitrogen UK, based down at Avonmouth. That’s where Derek has worked for the last 36 years so I always give them a wave when I sail past and thank them for the nice boat—and now I can thank them for printing the newsletter too! But the newsletter doesn’t yet have a regular sponsor so if you have any ideas for who we could ask, please pass them on.

Sometimes, as one door closes another door opens....and just recently when some free web space became available I used it to get the newsletter put online. It’s at www.sarahbrankin.pwp.blueyonder.co.uk and has the advantage of showing the photos more clearly and in colour, though it takes a while to download it if you only have a slow modem like mine. We’re hoping to get a link to this address from the TSC website soon so that you can go straight to the newsletter from the club site at www.thornburyasc.org.uk.

That’s all folks! Until the next issue anyway, which is due in June. Articles, photos etc are welcome any time.

sarah.brankin@tesco.net

Dear Sarah,

For your entertainment!

“These students are getting there!!! The following excerpts are actual answers given on history tests and in Sunday school quizzes by children in elementary grades. They were collected over a period of three years by two teachers. Read carefully for grammar, misplaced modifiers, and of course, spelling! Kids should rule the world, as it would be a laugh a minute for us adults and therefore no time to war or argue.”

Ancient Egypt was old. It was inhabited by gypsies and mummies who all wrote in hydraulics. They lived in the Sarah Desert. The climate of the Sarah is such that all the inhabitants have to live elsewhere.

Moses led the Hebrew slaves to the Red Sea where they made unleavened bread, which is bread made without any ingredients. Moses went up on Mount Cyanide to get the ten commandos. He died before he ever reached Canada but the commandos made it.

Solomon had three hundred wives and seven hundred porcupines. He was a actual hysterical figure as well as being in the bible. It sounds like he was sort of busy too.

The Greeks were a highly sculptured people, and without them we wouldn’ t have history. The Greeks also had myths. A myth is a young female moth.

Socrates was a famous old Greek teacher who went...
Abraham Lincoln became America’s greatest Precedent. Franklin died in 1790 and is still dead. He was a naturalist.

It was an age of great inventions and discoveries. Gutenberg invented removable type and the Bible. Another important invention was the circulation of blood.

Sir Francis Drake circumcised the world with a 100 foot clipper which was very dangerous to all his men. Sir Walter Raleigh is a historical figure because he invented Cigarettes and started smoking.

The greatest writer of the Renaissance was William Shakespeare. He was born in the year 1564, supposedly on his birthday. He never made much money and is famous only because of his plays. He wrote tragedies, comedies, and hysterectomies, all in Islamic pentameter.

Writing at the same time as Shakespeare was Miguel Cervantes. He wrote Donkey Hote. The next great author was John Milton. Milton wrote Paradise Lost. Since then no one ever found it.

Delegates from the original 13 states formed the Contested Congress. Thomas Jefferson, a Virgin, and Benjamin Franklin were two singers of the Declaration of Independence. Franklin discovered electricity by Rubbing two cats backward and also declared, "A horse divided against itself cannot stand.” He was a naturalist for sure. Franklin died in 1790 and is still dead.

Lincoln’s Mother died in infancy, and he was born in a log cabin which he built with his own hands. Abraham Lincoln freed the slaves by signing the Emasculation Proclamation.

On the night of April 14, 1865, Lincoln went to the theatre and got shot in his seat by one of the actors in a moving picture show. They believe the assassin was John Wilkes Booth, a supposedly insane actor. This ruined Booth’s career.

Johann Bach wrote a great many musical compositions and had a large number of children. In between he practiced on an old spinster which he kept up in his attic. Bach died from 1750 to the present. Bach was the most famous composer in the world and so was Handel. Handel was half German, half Italian, and half English. He was very large.

Bach coveted Cigarettes and started smoking.

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Abraham Lincoln became America’s greatest Precedent.
2004 Sailing Programme

The 2004 Sailing Programme booklet is now in publication and hopefully is included with this newsletter. The key dates for 2004 are:

13\textsuperscript{th} March \hspace{1cm} Sail Training 1 (introduction)
9\textsuperscript{th} April \hspace{1cm} Midweek Series 1
11\textsuperscript{th} April \hspace{1cm} Spring Series 1
12\textsuperscript{th} April \hspace{1cm} Pursuit 1
20\textsuperscript{th} June \hspace{1cm} Summer Series 1
3\textsuperscript{rd} July \hspace{1cm} Picnic
24-25\textsuperscript{th} July \hspace{1cm} Regatta
7\textsuperscript{th} August \hspace{1cm} BBQ
14\textsuperscript{th} August \hspace{1cm} Race Coaching 1 and Saturday Series 1
23-27\textsuperscript{th} August \hspace{1cm} Club Week
10\textsuperscript{th} October \hspace{1cm} Winter Series 1
19\textsuperscript{th} December \hspace{1cm} Thornbury Freezer

This year we will be using the 2 RIB’s for racing safety boat cover with the addition of Tom Skuse on the long distance races. As the 2 RIB’s have a dedicated team to man them this means that, excepting those who have kindly volunteered, most members will be doing less duty than in previous years.

Please can members who have a duty ensure that if they cannot make the allocated date, then please arrange with another member that the duty is covered, and as a courtesy please inform the race officer who will be doing that duty. The aim will be to take advantage of the time either side of high water for racing, so if you are the race officer, please try to ensure that racing continues for 1 hour after high water, ideally with 2 races.

Cruiser Frostbite Series

As in previous years this is proving to be one of the most popular (up to 11 boats) and keenly fought series in our calendar. The series started with the first race in fresh winds which became very gusty nearly reaching 50 mph. This gave quite an exciting time for those gybing at Counts when the gusts came through.

The second race was a light wind (0-5 mph) drift with virtually the whole fleet at anchor at the start. On Arcady the kettle was put on for a cup of coffee (well this is a cruiser race!) and the wind started to fill in with First Time making a early getaway and winning the race. The third race was also a light one with First Time again collecting line honours and 1\textsuperscript{st} place. Race 4 lived up to the frostbite tradition with a fresh northerly blowing favouring Bateleur with her 2\textsuperscript{nd} win.

So as the series stands with 2 more race to go, First Time and Bateleur each have 2 firsts with First Time in the lead by 4 points. We look forward to the last 2 races on the 14\textsuperscript{th} and 28\textsuperscript{th} March.

Dave Cushing
Jane’s Gap week

Emma will tell you that I finally flipped: it happened at the Boat Show in January. Emma insisted that we have a look around the square-rigged brig ‘Prince William’ operated by the Tall Ships Youth Trust. Now I can’t pretend to be described as in my youth, but during term time they

“I want to go on that boat! Does anyone have a problem with that?”

Jane Buckels

The Prince William at sea

take adult crews. I think my words were, ‘I want to go on that boat! Does anyone have a problem with that?’” Richard and Emma were stunned and then behind me all the way. So it was that on the 30th January I walked up the gangplank again, this time in Lisbon to sign on for a week as voyage crew.

The ship has a permanent crew of 9, a volunteer crew of 13 watch leaders and experienced deck hands and up to 48 voyage crew aged between 18 and 75 (16 – 25 for youth voyages). The ship wasn’t full and my watch was 4 people short.

Most of you know that I crew Richard Brown’s Dart 18, probably one of the simplest craft around as far as bits of string are concerned. Picture me then amongst all the rope on board the Prince William. The fore mast and main mast are almost identical, so

“To set a square sail requires a crewman to climb the rigging.....”
kets, which hold the sail in position on top of the yard. The buntlines and clewlines are loosed off and the bottom corners of the sail are pulled down using the sheets. If it is one of the top three sails, ie the upper top sail, the t’gallant or the royal then the yard also has to be raised to its operational position.

Everyone wants to know what it is like to climb the rigging and go out along a yard. Apart from one night when I was terrified I thought it was brilliant, but I’ve never had a height problem. Not all the voyage crew could get above the first yard, but there is no pressure to climb. It did however mean that a few of us had to do all the high work. You do wear a harness, although you only clip on in two places whilst climbing the rigging. You are always clipped on whilst working on the yards.

This is an extract from my diary, which hopefully sums up my experience.

Tuesday 3rd February 2004  (tied up in Gibraltar)

Got up – Red Watch on heads and showers (cleaning of). Took the opportunity to climb the mast up to the Royal Yard under supervision from the deck hands. Getting through the cross-trees was a struggle, but with knees and elbows got around. Stepped out onto the Royal Yard, very exhilarating a real sense of achievement.

Came back down to earth literally and metaphorically and went shopping!

Sailed out of Gib. at 1700 and immediately set sail. A big disappointment as Red Watch was sent for first dinner so we didn’t get a chance to climb. Started our dog-watch at 1800 (~2000) and whilst not actually on duty went out on the bowsprit with Darren – Brilliant! Just lay in the net and took photographs of the sunset – a real highspot.

The ship has t’gallant, upper and lower top sails and course on the fore mast and upper and lower tops on the main mast and two head sails, she is running in a F5 touching 10 knots. It started to get a bit gusty then a steady F6 so climbers needed to hand the t’gallant. Seppo, Penny, Steve (deck hand) and I went up in the dark in a force 6 with a roll and stowed the sail – amazing. So pleased I had the climb in Gib. this morning to give me confidence. Each time I go up it gets a bit easier, but I’m getting some good bruises from the cross-trees.

Two highs tonight, the bowsprit and climbing to the t’gallant in the conditions. Next on watch at 0400 so need to sleep, but am too buzzed up. It’s good to be sailing again, it’s what we came for – speed 11.2 knots.

We sailed from Lisbon to Gibraltar then back to Cadiz a total distance of 521 miles of which only 120 were under sail, which was disappointing, but the square rig is so dependant upon the wind direction. Other highlights of the voyage were:-

• The dolphins and whales as we came into Gibraltar.
• Visiting Gibraltar.
• Getting back onto the Royals after being terrified the night before.
• The sight of Prince William in sail when we went out in the RIB to look at her.
• The team spirit in the crew and particularly in our watch.
• The knowledge that Richard and Emma could manage without me……now what shall I do next year?

http://www.sta.org.uk/ for more information on the Tall Ships Youth Trust.

Jane Buckels
Cats at TSC by Rob Hudson

2003 was a good year for Cats at Thornbury, and 2004 promises to be even better, but with over 20 boats in the compound, we still need to get more on the water for racing. We have a wide variety now of Darts (18s, 16s and 15s), 2 Shadows, 2 Spitfires, 2 Hobies and the A Class, and although we had better turnouts than for some years, it would be good if we could regularly get 8 to 10 cats on the start line.

I propose to build on the format of last year and have 2 CAT RACE TRAINING DAYS, and 1 RACE PER MONTH at which I’d like as many cats as possible to turn out. I know it’s difficult to get down for every weekend, but if you put the dates below in your diaries now, hopefully you’ll feel inspired to come for at least that one race per month.

At the race training we will aim to twin the less experienced helms with those who have more racing experience, and run as many short races as we can fit into the 3 hour tide slot (or until everyone is exhausted!) The aim will be to practise starts, with one minute countdowns and five minute short courses, so that everyone gets plenty of practice. The video of last year’s session showed 2 boats on the start line for race 1, but 8 fighting for position by the time we got to race 8. I can’t promise that everyone will go on to emulate the success of Paul Britton in clearing up just about every race series last year, but he showed what a massive boost in confidence can come from such a practice session.

The dates for the race training are -

Saturday, 24th April, starting at 9.35am
Saturday, 26th June, starting at 12.40pm

and the following dates are scheduled for racing –

Sunday, May 16th at 17.40pm (Spring 4)
Sunday, June 13th at 16.05pm (Spring 7)
Sunday, July 11th at 14.00pm (Charity Pump)
Sunday, August 15th at 19.05pm (Summer Series 4)
Sunday, September 12th at 18.00pm (Summer Series 5)
Sunday October 17th at 9.10am (Summer Series 10)

We might even try and persuade the race officers to let us have our own courses, starting with the fast handicap

Bessie Ellen

Here’s another interesting idea for Jane—the Bessie Ellen, based in Plymouth and claiming to be the last remaining west country trading ketch. She’s a bit smaller than the Prince William and takes fewer paying crew, about a dozen in addition to the professional crew.

A friend of mine sailed across the Baltic to Riga aboard the Bessie Ellen last summer and had a terrific time. Sailing opportunities planned for the summer of 2004 range from daysails to the Brest Festival of the Sea and classic racing in Denmark.

Website www.bessie-ellen.com
Tel: 07771 252 208

ED
fleet, but taking in some longer legs to Whitehouse, Counts and Bennett’s when the conditions are suitable. As I write this on the 29th February, I’m thinking of the sail Adrian, Matt and I had in the 2 Shadows and Dart 15 this morning in a northerly force 4. We took in Whitehouse and then screamed back across the river before the cold caught up with us.

Other thoughts for this year include another ‘raid’ on Arlingham. This will involve sailing up river one evening, pulling the boats up on the bank and having a barbecue (or eating at the Old Passage Inn fish restaurant), sleeping under the boats overnight, and then sailing back next morning. As high water Arlingham is 45 minutes after Oldbury, there’s only about 2 hours maximum to get back, so if a support team can be lined up we could stop off on the way back at somewhere like Lydney or the Windbound if we can’t get back in one tide. I haven’t finalized the date for this yet, but let me know if you’re interested. See you on the start line in a month!!

Rob Hudson

SOCIAL CALENDAR 2004

ANCHORS AWEIGH 27th MARCH

CLUB PICNIC St PIERRE 3rd JULY

REGATTA SUPPER 24th JULY

BBQ AT WINDBOUND 7th AUGUST

DINNER & DANCE 12th NOVEMBER

LAYING UP SUPPER 11th DECEMBER

FATHER CHRISTMAS COMES TO LUNCH AT TSC & CHRISTMAS POST EVENING 18th DECEMBER

DINGHY PARK SPACES 2004

Check out your 2004 space on the club notice board. If you had a space last year, chances are you are in the same one this year. But it’s best to check as there are lots of new boats.

Jon Everett

TSC BOATS FOR SALE

Some time this year, probably in the early summer, there will be a boat auction to sell off dinghies abandoned in the compound. So if you’re looking for a dinghy, come down and put in a bid! And if enough people are interested we’ll organise a boat jumble at the same time.
A winter warmer

It’s really embarrassing when you can’t start the engine. Not quite as bad as getting a rope round the prop, but close. Last winter, one particularly cold morning we spent over half an hour trying before the old gal finally decided to co-operate and chugged to life under some gentle coaxing (c’mon you old cow) and my expert touch with the key. It must have been marginally ahead of the battery giving out and just before the crew’s patience did the same.

Anyway, it was clearly time to Do Something About It. The motley crew put up with a lot from me, the bestowing of unflattering nicknames, the regular casting of insults and the unfailing apportioning of blame when things go wrong, not that they don’t deserve it, but being 10 minutes late on the start line is going into Norman territory and I don’t think I can get away with that too often.

So how to improve our cold-weather starting? I asked around and several people said, use the decompression lever. I’d heard that suggestion before but had felt too nervous to try it because of having to reach across the engine and those big metal bits that fly round or thump about at high speed threatening to tear me limb from limb or drag me into the works and grind me to a bloody pulp (my mother was frightened by a rotavator). But a skipper’s gotta do what a skipper’s gotta do......and a mocking crew getting the upper hand was an even scarier option, so I took a deep breath and gave the lever a go. It did seem to help but there was such a horrible screeching noise and it felt like pulling teeth.

When my son Keith came to visit I told him about how long it was taking to start the engine in cold weather. He knows a thing or three about diesels does our Keith, and like any knowledgeable person he knows the value of consulting an expert. Or even a manual.

The first thing he realised was that my engine, a Bukh 10hp single-cylinder, isn’t designed to start in temperatures below +5°C. Actually it says that in the manual but it wasn’t convenient for my brain to take that in so it didn’t. Keith has enjoyed sailing with me in the Ionian (blue water, warm summer breezes) but considers the Bristol Channel somewhat less appealing (brown water, moves about a lot), and though he will sometimes join me on Arcady in the summer, and if I ask him very nicely and promise to cook his favourite curry he’ll do the annual service for me in the spring, he isn’t involved in the post-Christmas pantomime on the water we call the Frostbite so he didn’t realise how hard we were pushing the battery and starter motor.

It so happens that Keith’s work as a driver takes him regularly to Poole where Mr Bukh himself dwells, in the sense that Santa lives at the north pole that is. I mean, that’s where Bukh are based in this country, so one day when Keith was in the area he dropped in for a diesel-man to diesel-man chat with the manager, who took him round the stores and showed him what they offer as pre-heaters for cold weather starting. I don’t speak engine you may have noticed, or not convincingly anyway, so I’ll leave the technical bits to him, but suffice to say it cost about £120 and wasn’t easy to fit, so Keith decided to knock us up a pre-heater himself in time for my birthday that would fit onto our existing air filter.

The cold starting problem had been during the 2003 Frostbite. It was autumn before we got round to fitting the device and Frostbite 2004 before we needed to use it for real, though we’d tried it out once or twice as the weather cooled, and everything seemed OK. As you may have guessed (since I wouldn’t be mentioning it otherwise) it worked perfectly. No more coaxing required for Arcady’s engine in cold weather, just turn the engine key without pushing it in, hold it there until the air filter is warm, and start the engine normally. In fact, even when Arcady’s decks are covered in ice, her engine now starts as quickly as it does on a warm summer’s day.

So I asked Keith to write a bit about his gadget in case anyone else wanted to give it a try (see next page). Thanks Keith! And thanks for such an excellent birthday present, I bet not many mums get such a thoughtful gift.

Sarah

Cruising around the Greek Islands, that’s more our sort of thing
Diesel engine pre-heaters

Ignition of diesel fuel in an engine is only possible above 5 degrees. This is because the fuel and air need to mix to a near vapor state to allow compression ignition. This concept can be misunderstood because a diesel engine without a pre-heater can be started in below freezing conditions after prolonged cranking; this is possible because cranking the engine produces heat just by the action of compressing the air. As starter motors are designed for high output over a very short period, starting in cold weather without a pre-heater is not a good idea (the starter motor for the single cylinder BUKH engines is over £500).

There are two main types of diesel engines, direct and indirect injection and this dictates the type of pre-heater that can be used. Direct injection diesel engines are more fuel-efficient and the cylinder heads are simpler but they have a lower optimum operating speed. They are ideally suited to commercial vehicles/vessels, stationary engines and of course sailing boats. Indirect injection engines can achieve higher operating speeds and smoother running so are more suited to modern road vehicles.

Before combustion can take place, the air and diesel need to be mixed. In a direct injection engine the fuel and air enter the cylinder in an unmixed state, swirling and mixing in the concave piston crown. (See diagram). An indirect injection engine mixes the air and fuel in a separate chamber before it is drawn into the cylinder.

In an indirect injection engine a simple heater plug can be screwed into the separate chamber, raising the air fuel mix above 5 degrees in a few seconds. The heater plug(s) would continue to run for a while after the engine had started, keeping the mixture at a good temperature until the engine was warm enough to heat its own fuel.

This isn't possible with a direct injection engine. Early industrial applications often had no automatic provision for cold starting, the operator either warmed the cylinder head or used a methanol based starter fuel***. Later engines used a device known as a ‘Flame Start’ which would be fitted to the inlet manifold (the part between the air filter and the cylinder head). The flame start worked by starting a fire in the inlet manifold thereby raising the temperature of the air entering the engine. The flame start comprises of a coil that glows red hot when power is applied and a valve that opens when hot. Diesel is fed to the device and a few seconds after power is applied a dirty yellow flame appears.

The boat engine I wanted to fit a cold start to was a BUKH single cylinder 10hp direct injection. The traditional flame start was unacceptable, as a diesel fire below didn't sound like a good risk. I took a trip to the BUKH importer to see their solution, which was a very smart heater ‘slug’, and a different inlet manifold to accept it. This was the perfect solution but at £120 I thought I could do better.

I set about sourcing a Flame Start expecting to find a few models available from commercial vehicles. Trucks do use them but tend to be 24Volt and I wanted a 12Volt version. Eventually I found one type that is fitted to Lister stationary engines and 1970's 2.4ltr Ford engines. As this device was designed to start much larger engines than the one I wanted to use it for I hoped that the electrical coil would produce enough heat without having to burn diesel. Fortunately, the BUKH air filter is a large metal canister and it was possible to weld a short metal tube to the back of the filter. A pipe thread cutter matched the thread on the flame start and it was quickly fitted. Fitting the flame start after the air filter element reduces the chance of dirt/debris coming into contact with the flame start coil causing a fire.

The flame start draws just under 10 Amps. Whilst the batteries won't be troubled by running this for 5 minutes or so, it is enough current to cause problems with corroded and elderly wiring and switches. As it is a 1980's boat I decided to use a separate relay to switch the flame start, using the boats ignition switch to control the relay. This ensures the flame start can only be operated when the switch is held in the pre-heat position and cannot be accidentally left switched on for prolonged periods.
Farewell to TSC

Although a member for forty years, I have never lived closer than thirty miles from the club and, due to my personal circumstances, was unable to give as much time to the TSC as I would have wished. Now living over a hundred miles away with blue sea just three hundred yards down the road, it is with mixed emotions that I take my leave of the club and Oldbury Pill.

We have enjoyed a variety of sailing experiences in the Severn Estuary and Bristol Channel but to go beyond the Scillies would be a new venture for Aeolus our 26ft Superseal.

May 9th 2003: Aboard, three bodies, Bill Roberts, Alan Redfern, and me. The Severn waved us good-bye in style, wind on the nose force 4-5, so had one of the roughest passages motoring to Barry.

May 10th 2003: The conditions were little better although we did manage to get the rag up, long tacking in steep seas to Ilfracombe. We decided to leave the boat there as gales were forecast continuously for Lands End. We accepted Ann’s taxi service across Devon, from north to south coast, recorded as 87 miles from Ilfracombe to Brixham.

May 26th 2003: From past experience, the leg from Ilfracombe to Padstow takes at least 10 ½ hours so, with unfavourable tides we made for Lundy where we anchored overnight among a bevy of boats flying the Welsh dragon.

May 27th 2003: After a good night in the shelter of Lundy, we raised the anchor and set off in fog and rain under the guidance of Alan and his trusty GPS. The weather improved as the day wore on; we managed some long tacking and arrived in Padstow in bright sunshine to a real holiday atmosphere.

May 28th 2003: The next leg, Padstow to Falmouth, required leaving at 03.00 hours to reach Lands End in slack water at the bottom of the tide. After apologizing to the bleary-eyed harbour master for requesting the lock to be opened in the middle of the night, we left in pitch-blackness and fog. On departing the estuary, we grounded on the sand bar and, as in times past, appreciated that Aeolus had a dagger board. We continued motoring in drifting fog with wind still on the nose and rounded Lands End about two miles off. At this point the weather controller played a dastardly trick on us, the wind died for half an hour and then came in from the

Starting is reported to be 20 – 30 seconds in cold conditions which is acceptable for an engine of this age, I would expect a newer engine to start in 10 seconds or less.

The Flame Start used (part number CAV 1854050) can be bought for less than £20 either from the Lucas chain of garages (now called LSUk) all over the country (Short St off the Feeder, Bristol, 0117 9724007) or if you can get to south Bristol, DTM diesel and petrol injection specialists on Sheene Rd Bedminster (0117 9633340) are a little cheaper.

***

Products such as ‘easy start’ are methanol based starter fuels. It would have to be a real emergency before I would use one of these products, they evaporate to clouds of highly explosive gas, they dissolve the lubricant from the valve stems, piston rings and cylinder wall and in the case of diesel engines (especially in cold weather) it is possible to spray too much liquid in which can result in cracking the piston or cylinder head.

Keith Brankin
east and, Surprise! Surprise! it stayed in that quarter for the rest of the trip. Our worst moment occurred off the Lizard, in heavy seas, when a container ship passed a couple of hundred yards across our stern and we mused as to whether we’d shown on his radar. We passed the Manacles but failed to catch sight of them through the fog although, according to GPS, we were little more than a mile off. Pendennis Point, Falmouth, came into view at about 20.00 hours and by 21.00, three weary bodies were glad to be availing themselves of Penryn marina facilities after motoring for eighteen hours.

**May 29th 2003:** The morning dawned bright and clear (wot no fog!). After a trip ashore for bread, milk and a can of petrol, we set sail for Plymouth. We enjoyed a few hours long tacking until, with the sun sinking over the horizon; we moored up in Stonehouse marina. After a shower and a preen of the feathers, we set off to paint the town, or rather the Barbican because it was handy. After some searching we chose a fish restaurant that came up trumps and served the largest fish portion I have ever seen.

**May 30th 2003:** After a good night’s rest we set off on the last leg in fine weather but with the wind still on the nose. We tried long tacking but by mid afternoon discretion prevailed and we resorted to the engine to make the most of the remaining tide and ensure arrival in Brixham before sundown. Approaching Berry Head we could see figures on the 200ft headland waving to greet us. On entering the marina a welcoming group of wives and friends were on the pontoon finger, laden with goodies, and all enjoyed a jolly homecoming party on board.

**P.S.** The 12 year old 9.9 Honda outboard engine behaved impeccably in 500 miles of mostly motoring, using about 14 gallons of petrol. Dead reckoning navigation was synonymous with sailing as far as Bill and I were concerned. After this trip we realised we could not have made it without Alan and his GPS (he was a good cook too!).

Finally, I recall having made many good friends at TSC. This is not good-bye, only au revoir, we hope to see you in the future when you visit Torbay.

John Waterson
TSC Committee 2004

Don Carter
Committee

Paul Chapman
Berthing Officer

Ian Cole
Committee

Gordon Craig, Commodore
& RIB team leader

Dave Cushing
Sailing Sec.

Tom Docherty
Hon. Sec

Jon Everett, Committee
& Dinghy compound

Mike Exley
Bosun

Mike Ford
Safety Boat Officer

Walter Gibb
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Dorothy Grace
Bar Steward

Edmund Grace
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Gary Henwood-Fox
Membership Sec.

Keryn Henwood-Fox
Sail Training Officer

Dave Hopkins
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Mary McHugh
Social Sec.

Craig Philips
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